THE POLYNESIAN.

PUBLISHED WEEKLY, AT HONOLULU, OAHU, SANDWICH ISLANDS.

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COMMUNICATED.

PASSAGE

THROUGH THE STRAITS OF MAGELLAN—*In the Schooner Morse of Boston* — 98 tons (*Late the United States Revenue Cutter Crawford.*)

Continued from No. 2.

As the boat approached the shore, the chief St. John was seen making signs for his people to retire back from the beach. The Indians obeyed without hesitation. St. John himself remaining close to the water's edge, beckoning to those in the boat to approach without fear—at the same time crying out in a loud voice, in English. "come" — "come" — no fear" — "we want bacco." As soon as the boat touched the beach, the officer made signs to the Indian to get out, but he appeared unwilling to obey. The officer holding his musket in one hand, and with the other taking hold of the arm of the Indian, commenced pulling him out of the boat. The Indian not liking such treatment seized hold of the musket and a struggle commenced for its possession; the officer came off conqueror. Having often, probably been in like scuffles with his brother "bush wackers" in the wilds of Maine—of which state he is a son. The Indian having in the scuffle, fallen out of the boat into the water, she was got clear from him without difficulty. While all this was going on, the old chief and his people remained perfectly stationary and made no attempts to interfere.

As soon as the boat returned on board one of the men discovered that while on the way to the shore his knife had been stolen from the sheath, which was fixed and belted round his body—again giving proof of the strong and almost ungovernable propensity of all Indians to thieving.

Having a good breeze we stood across Possession Bay towards the entrance to the "First Narrows"—and anchored about dark to await for the tide. Here the difficulties of the passage through the straits commence. There are several shoals and banks scattered around the entrance to the Narrows and among which a vessel must pass. The First Narrows are about seven miles in length by about two miles broad. The shores are steep, bold and of moderate height. The tides run with great velocity;—spring tides run at the rate of ten knots the hour. Were it not for the strength of the tides vessels would have great difficulty in effecting a passage of the Narrows except with a leading wind. As it is, with a favorable tide a vessel can *drift* through in a short time, even against a strong head wind. Under these circumstances, however, the sea rolls deep and heavy, and frequently breaks over the deck.

Getting under weigh late in the afternoon, with a fair tide and moderate breeze, we sailed through the Narrows. The evening was very pleasant, the moon shone clear and bright. The stars seemed magnified in size and multiplied in number. The whole heavens "their great Original proclaimed." At 9, 30, we were up with Cape Gregory. The wind (from the Nd.) had by this time increased to hurricane violence. We could show no sail except a close reefed foresail. The sky still continued clear, and the weather cold and pleasant. By force of wind and rapid tide we were taken through the Second Narrows very rapidly. At midnight up with Point Garcia. The wind had gradually fallen to a moderate breeze, and the tide entirely ceased. Half an hour after midnight we came to off Oazy Harbor in 5 1-2 fathoms water. Having had a fine run—and *nine* hours flood tide. At our anchorage there seemed to be little tide—the rise and fall being but about four feet—while at our last anchorage at the entrance of the First Narrows the rise and fall was thirty-six feet!

Weighing anchor at daylight (which at this season was at 7 1-2, A. M. we stood over towards Elizabeth Island. Passing through the passage between that island and the main shore, we came to anchor at 11 A. M. in Taredo Bay—in 8 fathoms water. Here we sent the boat on shore for wood and water—of the former we could have obtained a plentiful supply, the beach being covered with drift wood. Of the latter however, none could be obtained except from a frozen lake, situated about half a mile inland to the N. E. Two friendly Indians on horseback, were here fallen in with. They informed our party they belonged to the "Great chief Saint John." They had seen us off Elizabeth Island early in the morning and had come thus far with hope of our anchoring at this place and giving them an opportunity to trade for tobacco in exchange for furs. We got underweigh again the same evening—being obliged to disappoint these friendly people through an anxious desire to avail ourselves of the good weather which continued, to make progress through the straits. Through the night and all next day until 7 P. M. we experienced light baffling winds and calms—when a breeze sprung up from the eastward with appearances of a storm. At 10, 30, P. M. July 25, we had approached to within one mile of the entrance of PORT FAMINE. At this moment we took a heavy squall of wind, hail, and sleet. The entrance of the harbor became scarcely distinguishable through the thickness of the storm. We, however, ran in, and having got seven fathoms water, let go the anchor. The top of a high mountain at the bottom of the harbor being the only thing seen for several hours after. During the remainder of the night and all the next day, it rained, hailed and snowed alternately. The wind blowing with great violence from the eastward. Thankful indeed were we for so snug a retreat from the tempest which raged without. Had we not been so fortunate as to have obtained an anchorage, before the violence of the gale came on, our security in the straits would have been very doubtful. Wintry weather seemed to have commenced at this place and time, for we had observed that all the land of low or moderate height from Cape Virgin to this place was entirely free from snow—the weather too had been clear and pleasant—the thermometer not lower than 37°.

On the morning of July 26, the wind having hauled to the S. W. and the gale abated, our men were sent on shore to procure a supply of wood and water, of which we at this time stood greatly in need. We landed on the south-west side of the Bay—near a fine run of fresh water and a thicket of trees—and close by the trunk of a tree which had been cut off to within eight feet of the ground, and left to serve to mark the spot where the officers of H. B. M. ship Beagle had once planted their observatory, while engaged in surveying these straits. This fact we gathered from an inscription cut into the bark of the tree. The beach all round the harbor was covered with drift wood of every size, but the dry standing trees were preferred for fuel.

To be continued.

From the Knickerbocker.—Continued from No. 2.

Never had a weary traveler a sweeter prospect of enjoying a refreshing nap. We had traveled about a mile, and the easy motion of the coach had just began to put me and my fellow travelers into a pleasant sleep, when a shrill voice, exclaiming, 'Stop! stop!' caused the driver to rein up, which roused me from the delightful state of incipient somnolency into which I was sinking.

It was an elderly lady, with a monstrous band-box, a paper-covered trunk, and a little girl. We were of course debarred the satisfaction of saying a single ill-natured word. The driver dismounted from his box, and having stowed away the lady's baggage, proceeded to assist her to store herself away in the coach.

'Driver,' said the lady, 'do you know Deacon Hitchcock?'

'No, ma'am,' replied the driver,' I have only driv on this road about a fortnight.'

'I wonder if neither of them gentlemen do n't know him?' she said, putting her head into the coach.

'I do n't, said the humorist; 'but I know Deacon Hotchkiss, if that will answer your purpose.

'Do n't neither of them other gentlemen know him?' she inquired.

I shook my head, negatively; for I was afraid to speak, lest I should dispel the charm that sleep had begun to shed over me; and the invalid shook his head, as he was unable to speak.

'Well, then, I do n't know whether to get in or not,' said the lady, 'for I must see Deacon Hitchcock, before I go home. I am a lone widow lady, all the way from the state of New-Hampshire, and the deacon was a very particular friend of my husband's, this little girl's father, who has been dead two long years; and I should like to see him 'mazin'ly.'

'Does he live about here?' asked the driver.

'Well, I do n't know for certain,' said the lady; 'but he lives somewhere in Connecticut. This is the first time I was ever so fur from home; I live in the state of New-Hampshire, and it is dreadful unpleasant; I feel a little dubious about riding all alone in a stage with gentlemen that I never see before in all my life.'

'There is no danger, ma'am,' said the driver; the gentlemen won't hurt you.'

'Well prehaps they won't; but it is very unpleasant for a lady to be so fur from home; I live in the state of New-Hampshire; and this little girl's—'

'You had better get in, ma'am" said the driver, with praiseworthy moderation.

'Well, I do n't know but I may as well,' she replied; and after informing the driver once more that she was from the state of New-Hampshire, and that her husband had been dead two years, she got in, and took her seat.

'I will take you fare, ma'am,' said the driver.

'How much is it, Sir?' asked the lady.

'Four-and-six-pence,' said the driver,' for yourself and the little girl.'

'Well, that is a monstrous sight of money, for a little girl's passage, like that; her father, my husband, has been dead these two long years, and I was never so fur from home before in all my life. I live in the state of New-Hampshire. It is very unpleasant for a lady; but I dare say neither of them gentlemen would see me imposed upon.'

'I will take your fare, if you please, ma'am,' again said the driver, in a tone bordering somewhat on impatience.

To be continued.